



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

## ITALY.

*Report from Naples.*

NAPLES, ITALY, June 28, 1899.

SIR: I have the honor to report that the inspection of emigrants and their baggage has been performed in the following manner:

On the morning of the day of sailing the baggage is brought to the dock, where it is opened and inspected jointly by the American and Italian officials. If found satisfactory it receives the proper American label and is put to one side. If it is suspected of being infected it is disinfected by steam, at 100° C. or above, for ten minutes. The baggage inspection is all done in the open air. The inspection of the emigrant takes place in a large, well lighted, well ventilated, and substantial building, the capacity of which is at least 1,500 people. The floor is asphalt, well drained, so as to permit of flushing. Water-closets, urinals, and sinks are ample.

Sometime later in the day, suiting the convenience of the Italian commission, the emigrants are inspected. With the assistance of numerous policemen, they pass into a small room, where they are now usually first examined by an expert on trachoma and favus, who is employed by the steamship company. They next pass the ship's doctor and the Italian Government doctor. In this same room is also the representative of the consul, who witnesses these various inspections. The emigrant then passes to the next room, where the passports, jail records, and various other things are inquired into. If everything has been found satisfactory, the emigrant goes upon the dock, takes up his hand baggage, and goes aboard. The heavy baggage is then also put aboard, when it is found that the emigrant has "passed."

It has been the custom to inspect the vessel at odd times during the day. Cargo is generally all aboard by the time the passengers are ready to embark. The vessels, as far as I have noticed, are fairly clean, but it is almost impossible to inspect any of the cargo holds, because in nearly every instance the vessel has taken on cargo at some of the various ports at which it calls before coming here.

The ports generally visited before arriving here are Marseilles, Genoa, Leghorn, Palermo, and Messina. In view of these facts I would respectfully suggest that a medical inspector visit these ports at intervals of several months, at dates unknown to the steamship companies in order to see that the quarantine laws are being complied with. The port of Leghorn should especially receive attention because it is at this port that most of the rags that leave Italy for the United States are shipped, and it would undoubtedly be a wise precaution to see that the disinfection is being properly done.

I have not yet organized an inspection here owing to the fact that there are some difficulties in the way, which I hope to have removed shortly, when I will report the matter fully to the Bureau.

## THE PLAGUE.

The quarantine authorities are rather reticent here, and the information obtained from the average native is not very reliable, so that I made arrangements to obtain information from three distinct sources about these matters. There have been several suspected cases on vessels, but it seems that the suspicions have been groundless. There is now very little direct traffic between Alexandria and this port, the ship-

ment of cargo having ceased almost entirely. Marseilles has no quarantine against Alexandria, so that much of the traffic that naturally comes to Naples direct is now coming by the way of Marseilles because Italy has established no quarantine on its borders. I have written the United States consul at Marseilles to telegraph me if any cases of plague should make their appearance at that port. In this way the Bureau can perhaps be informed more promptly than through the usual channels.

Respectfully, yours,

VICTOR G. HEIZER.

*Assistant Surgeon, U. S. M. H. S.*

The SUPERVISING SURGEON-GENERAL,  
*U. S. Marine-Hospital Service.*

MARITIME SANITARY ORDER NO. 6.

[Translated in this Bureau from copy officially forwarded.]

ROME, *June 12, 1899.*

In view of the authority conferred by the law of December 22, 1888, and of the resolutions adopted by the International Sanitary Convention of Venice, March, 1897, relative to preventive measures against bubonic plague, and furthermore, in view of the fact that packages arrive from infected countries containing articles of personal and domestic use, and rags, it is hereby decreed that such packages are prohibited entry into the Kingdom of Italy.

BERTOLINI,

*Minister of the Interior.*

ORDER No. 7.

ROME, *June 16, 1899.*

In view of the authority of the law of December 22, 1899, and of previous maritime sanitary orders, dated May 8, 1897, April 3, May 3, and December 4, 1898, and May 21 and 28, 1899, it is decreed as follows :

The regulations for maritime sanitation prescribed in the orders named shall apply exclusively to the ports of Genoa, Leghorn, Naples, Nisida, Palermo, Messina, Brindisi and Venice.

The prefects of maritime provinces and the port officials are charged with the execution of this order.

BERTOLINI,

*Minister of the Interior.*

JAVA.

*Batavia quarantines against Penang.*

The United States consul at Batavia, Java, reports May 29, 1899, that plague having broken out at Penang, a quarantine of ten days, including the time consumed in the voyage, has been imposed against vessels arriving from that port.

MEXICO.

*Report on the inspection service in Mexico.*

MEXICO, *July 3, 1899.*

SIR: I have the honor to inform you that the arrangements for the certification, inspection, and disinfection of passengers and baggage, as the case may be, are progressing very favorably. The Mexican Central